

COUNTRY Germany (Soviet Zone)

REPORT NO.

25X1

TOPIC Finow Airfield

EVALUATION

PLACE OBTAINED

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DATE OF CONTENT

DATE OBTAINED

DATE PREPARED

25 July 1952

REFERENCES

PAGES

4

ENCLOSURES (NO. & TYPE)

1 - sketch on ditto

REMARKS

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1. During the period from 1 February to mid-May 1952, an average of 30 MiG-15s and type-29 planes in addition to two to five U-2s and four single engine, low-wing monoplanes were observed at the Finow airfield. A flight of alert planes was permanently parked in the northeastern corner of the installation. If the weather was favorable, school flying by MiG-15s and type-29 planes were usually made in the afternoon. Individual flying besides flying in formations of two and five aircraft was observed. The planes took off individually or in groups of two for flying in formations of two or five, but would always land individually. Before flying activities started, an average of eight MiG-15s was towed to the take-off point. Four of the planes were aloft simultaneously. On five days during the period from 1 February to mid-May, night flying was observed. [redacted] Flights from 10 to 15 minutes duration were made. [redacted] single seater MiG-15s were fitted with auxiliary fuel tanks.

2. Between 8 a.m. and 5 p.m. on 26 and 27 May, MiG-15s and type-29 planes made 10 to 15-minute flights. Between 8 a.m. and 5 p.m. there was flying at the field as observed on the previous days. Night flying was started at 9 p.m. On 30 and 31 May and 2 June, there was flying by MiG-15s and type-29 planes. No planes with auxiliary fuel tanks were observed. Between 8 a.m. and 5 p.m. on 3 June, a group of five planes took off together and practiced formation flying. None of the planes observed were fitted with auxiliary fuel tanks. Night flying was started at 9 p.m. Between 4 and 6 p.m., 25 MiG-15s and about four type 29 planes, one single engine, low-wing monoplane, two U-2s and one twin engine transport were observed at the installation. Two MiG-15s or type-29 planes were seen in the air.

25X1

7 June.

There was night flying on

3. Between 1:30 and 3:30 p.m. on 9 June, MiG-15s practiced individual take-offs and take-offs in groups of two. Only five-minute flights were made. No change of crews was observed. MiG-15s which practiced formation flying in groups of two would circle twice over the woods of Riesental and the town of Finow; these planes would take off individually in short succession. Then formation flying in groups of five was conducted, the planes took off in two groups of two at a distance of about 1,000 meters. Landings were made individually after ten minute flights. Between 1:30 and 3:30 28 MiG-15s and type-29 planes, one twin-engine and 12 single-engine, low-wing monoplanes were counted at the field: another four to six MiG-15s were also observed.

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25X1

- 2 -

4. Flying observed between 10 and 12 June did not follow a regular pattern. Night flying was practiced on 12 June. Except for the time from 11 a.m. to 1 p.m. there was continuous flying between 6 a.m. and 11:15 p.m. on 13 June. MiG-15s practiced individual take-offs at intervals of about 20 minutes. Between 1 and 2:30 p.m., 29 MiG-15s and type-29 planes, 10 single engine, low-wing monoplanes, 2 U-2s, and 1 twin-engine, low-wing monoplane were counted at the field; 5 MiG-15s and type-29 planes in addition to 3 single engine, low-wing monoplanes were also observed there.
5. About 11:30 a.m. on 25 May, a freight train coming from the direction of Eberswalde entered the Finow restricted area. Three boxcars occupied by personnel and twelve 37-mm AA guns were observed. The circular tents having a diameter of 2.5 meters on the ground and a height about two meters were located in the southeastern corner of the installation. Between 9 and 13 June, six 37-mm AA guns surrounded by low earth walls were observed in the southeastern corner of the field. (1)
6. There was no change in the status of the PKV-45 DF station and the landing beacon. On 9 June, three searchlights were seen in the southern portion of the field. A rotating searchlight was located between Finow and Finowfurt, about 150 meters north of the highway. A cable extended from this searchlight to the restricted area near the field. Along the Finow-Biesental highway and from there about 400 meters to the south, the field was secured by a board fence about 2.5 meters high and topped by barbed wire. In line with the approach lane there was a gap about 200 meters wide in this fence. (2)
7. Vehicles observed at the field included:

25X1

ambulance

" occupied by a driver with black-bordered blue epaulets

truck, driver with red-bordered black epaulets

" which mounted a 37-mm AA gun

" , driver with red-bordered black epaulets

" , driver with red-bordered black epaulets

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(3)

8. At 9:20 a.m. on 19 May, a twin-engine, low-wing monoplane fitted with a double rudder assembly landed at the field. Between 10 a.m. and noon, individual MiG-15s and type-29 planes practiced flying. Some of the planes were fitted with two auxiliary fuel tanks. Eleven landings were observed. At 12:40 p.m., two MiG-15s or type-29 planes practiced formation flying. Between 6 and 7 a.m., one MiG-15 or type-29 plane was observed flying over Finow. At 9 a.m., two MiG-15s or type-29 planes approached the field and landed. One of the planes made a roll over the field. At 1:30 p.m. a jet fighter [redacted] flew over Finow at an altitude of 100 meters.
9. On the morning of 21 May, a twin-engine plane towing an air sleeve flew over Finow six times at intervals of 20 minutes. The landing of the plane which had come from the direction of Lake Werbellin, was not observed. While the twin-engine plane was aloft, six take-offs by individual MiG-15s or type-29 planes were observed, while two MiG-15s took off together. There was no flying at the field on 22 May. About noon, 23 MiG-15s or type-29 planes, and six single engine, low-wing monoplanes were counted at the field. Another estimated 12 MiG-15s and 12 single-engine, low-wing monoplanes were also observed. The planes of the

25X1

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- 3 -

25X1

alert flight were parked on the eastern border of the installation. [redacted]

25X1

Of the alert planes, two were occupied by pilots who wore helmets, while the two other alert planes were unoccupied. The air intake of the latter two planes was covered by a red lid.

10. On 6 June, formation flying in groups of five planes was practiced at the field. Between 1:45 and 2:30 p.m., 31 swept-back fighters and one biplane were counted at the field and another estimated nine jet fighters were observed as well as several single engine, low-wing monoplanes. [redacted]

25X1

[redacted] On 9 June, there was flying by swept-back jet fighters. The weather was hazy with intermittent rain.

11. On 10 June, two swept-back jet fighters were observed at the take-off point. About 20 Soviet officers wearing leather suits were standing around the two planes. [redacted] About 6:45 p.m. on 12 June, eight MiG-15s were observed landing. At 7:30 and 7:45 p.m., seven MiG-15s were seen at the take-off point. At 4 p.m., 32 MiG-15s were counted at the field and another estimated eight planes of the same type were observed. [redacted]

12. On the afternoon of 13 June, a MiG-15 practiced aerobatics over the field. At 7 a.m. on 14 June, four MiG-15s were observed practicing formation flying at an altitude of 7,000 to 8,000 meters. The vapor trails produced by these planes were seen. At 1 p.m., 38 MiG-15s, 1 twin-engine, low-wing monoplane with double rudder assembly, 11 single-engine, low-wing monoplanes and 1 biplane were observed at the field. On one day during the period from 5 through 14 June 1952, MiG-15s were observed approaching an air sleeve towed by the twin-engine, low-wing monoplane. The firing of aircraft weapons was not observed. After late May, formation flying in groups of two and five was intensified.

13. On 6 June, an AA emplacement of six 37-mm guns was observed for the first time in the southeastern corner of the field. About 100 meters south of the emplacement there were eight circular tents with an estimated total capacity of 24 men. On 12 June, [redacted] four of these guns were already dug in, while two of them were still in traveling position. By 14 June, the two remaining guns were dug in and surrounded by earth walls about 50 cm high. On 12 June, one officer and two MI who wore red-bordered black epaulettes with artillery insignia were observed at the emplacement. On 6 June, truck [redacted]

25X1

[redacted] was seen there. On 14 June, [redacted] another AAA emplacement with six guns was located in the northwestern corner of the installation. Grey tents were seen in that direction [redacted]

25X1

(1)

14. On 21 May, the landing beacon was no longer observed east of Biesentaler Strasse. On the same day, the radar set was located north of the Finow-Finowfurt railroad line, about 600 meters south of the Finow-Finowfurt road in line with km marker 6.0. The set was not in operation. Lighting facilities were observed east of Biesentaler Strasse. (4) and (5)

[redacted] Comments.

- (1) The presence at the Finow airfield of AA guns is reported for the first time. The statement that these guns had a caliber of 37-mm is believed to be correct. The report indicates that one battery of six guns each was located in the southeastern and northwestern corners of the installation.

25X1

- (2) The construction of this fence was reported previously. [redacted]

- (3) [redacted] belong to the ground units of the two fighter regiments at Finow. [redacted] to the AAA division of the Fourth Gds Recz Army in Oberwalde. It is not yet clear whether the AA guns observed at Finow belong to this division. [redacted]

25X1

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[redacted] belongs to the Hq GONG in Juensdorf.

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25X1

- 4 -

(4) For arrangement of searchlights, see Annex. The existence of such lighting facilities was reported also from other airfields in the Soviet Zone of Germany. These installations usually consist of seven searchlights set up in the extension of the runway and extending as far as the low frequency landing beacon.

(5) The report furnishes a survey on the flight training conducted by the two new fighter regiments at Finow airfield. Flying was practiced in formations of up to five planes. Local flights, high altitude flights and firing at air sleeves were reported. Individual flying at night was also observed. The correctness of the statement in paragraph 1 of the present report that night flying has been conducted since February is doubted. [redacted] information from all airfields occupied by new fighter regiments, night flying was not started before mid-April.

25X1

25X1

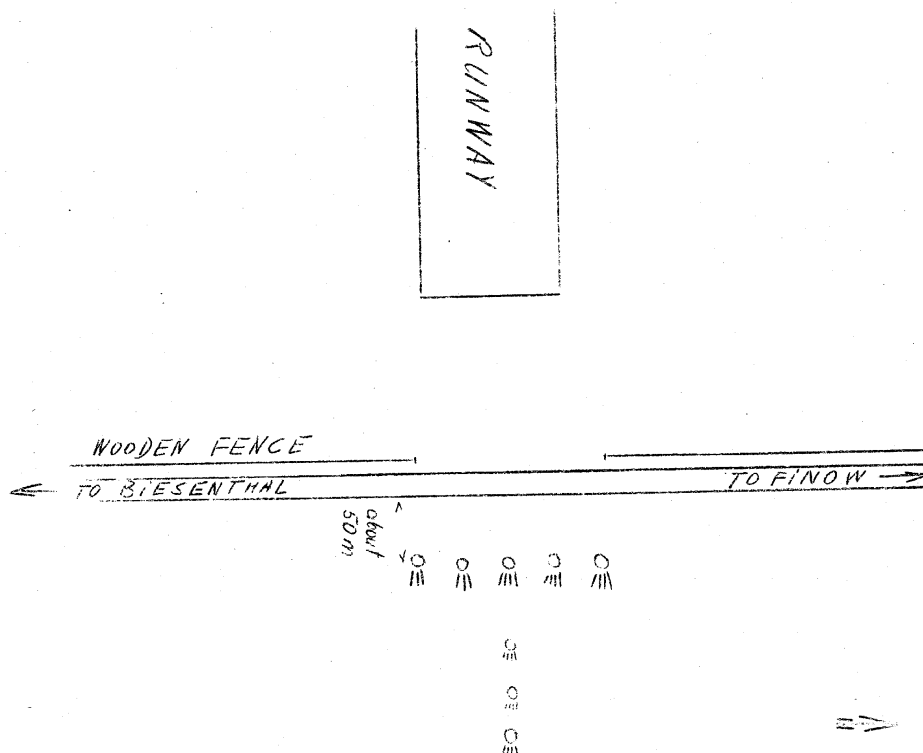
[redacted] A total of 60 MiG-15s may be assumed to be stationed at the field. The fact that [redacted] observe all those planes may be attributed to limited possibilities for observation. It may also be that some of the many single-engine aircraft reported actually were MiG-15s.

25X1

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Arrangement of Searchlights Observed at the Finow Airfield

25X1



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